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"BIBB" OFFICERS AND MEN GET AWARDS FOR "BERMUDA SKY QUEEN" RESCUE

For exceptionally meritorious work in the rescue of the passengers and crew of the American flying boat *Bermuda Sky Queen*, 4 officers and 12 enlisted men of the Coast Guard cutter *George M. Bibb*, received awards on November 12, in the office of the Secretary of the Treasury, in Washington. Capt. Paul B. Cronk, commanding officer of the cutter, was awarded a gold star in lieu of a second Legion of Merit. Lt. (jg) Clarence S. Hall was awarded the Legion of Merit and also the Treasury Department Gold Life Saving Medal. Lt. (jg) Bernard S. Brown received the Treasury Department Silver Life Saving Medal. Ensign James H. MacDonald received the commendation of the Secretary of the Treasury.

Ralph J. Keller, boatswain's mate, first class, received the Treasury Department Gold Life Saving Medal.

The following men received the Treasury Department Silver Life Saving Medal: Lindel Hall, machinist; Harry LaFever, chief motor machinist's mate (L); John Johnston, gunner's mate first class; Phillip Van Campen Taylor, machinist's mate third class.

The following enlisted men received the commendation of the Secretary of the Treasury: Charles E. Bunkley, signalman first class; Dwight E. Corey, radarman first class; Joseph F. Monteiro, machinist's mate second class; Richard H. Berliner, radarman third

class; Ralph O. Fuhr, radarman third class; Gordon L. Kehler, carpenter's mate third class; Charles N. Peterson, aerographer's mate third class.

Captain Cronk's citation read: "For exceptionally meritorious conduct in the performance of outstanding services as Commanding officer of the U. S. C. G. cutter *Bibb* during the rescue of survivors of the disabled flying boat, *Bermuda Sky Queen*, which was forced down in mid-Atlantic on 14 October 1947. Displaying great skill, sound judgment and excellent seamanship, Captain Cronk directed his command in the expeditious rescue of the 69 survivors without the loss of a single life, despite gale, very rough seas, and darkness. His exceptional initiative, inspiring leadership, and unwavering devotion to duty were in keeping with the highest traditions of the United States Coast Guard."

The citation of Lieutenant Hall read: "For exceptionally meritorious conduct in the performance of outstanding services as officer-in-charge of a monomoy surfboat and, later, a motor launch from the U. S. C. G. cutter *Bibb* during the rescue of 69 survivors of the disabled flying boat, *Bermuda Sky Queen*, which was forced down in mid-Atlantic on 14 October 1947. On the first day, displaying great skill, endurance and daring, Lieutenant (junior grade) Hall succeeded in launching the monomoy surfboat and conducting valuable boat maneuvering tests and observations close to the plane, despite gale and very rough seas. On the following day, under

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Distribution (SDL No. 31):

A: a, b, c (5 ea.); d, e, f, i (3 ea.); remainder (1 ea.)

B: c (14 ea.); g (7); e, f, h, i (5 ea.); j (3 ea.); k, l (2 ea.); remainder (1 ea.)

C: a, b, c, d (3 ea.); remainder (1 ea.)

D: All (1 ea.)

continued adverse weather conditions, he removed some of the exhausted survivors by use of the motor launch and rubber raft. By his courage and excellent seamanship he was materially responsible for the success of the rescue operation. His exceptional initiative, inspiring leadership, and unwavering devotion to duty were in keeping with the highest traditions of the United States Coast Guard."

The citation of Ensign MacDonald read: "For courageous and meritorious performance of duty while serving on the U. S. C. G. cutter *Bibb* during the rescue of 69 survivors of the flying boat, *Bermuda Sky Queen*, which was forced down in mid-Atlantic on 14 October 1947. Assigned as officer-in-charge to organize a volunteer crew to man a monomoy surfboat and rubber raft after a much abler boat and better raft had just been overwhelmed by the sea, Ensign MacDonald was responsible for safely transferring a rubber raft to the plane, despite gale, very rough sea, and darkness, thereby assuring the safety of the persons remaining in the stricken plane for the night. His outstanding seamanship, courage, and unwavering devotion to duty were in keeping with the highest traditions of the United States Coast Guard."

The commendations of the Secretary of the Treasury read as follows:

"For courageous and meritorious performance of duty while serving on the U. S. C. G. cutter *Bibb* during the rescue of 69 survivors of the flying boat, *Bermuda Sky Queen*, which was forced down in mid-Atlantic on 14 October 1947. Despite gale, very rough sea and darkness, _____, responded to a call for volunteers to man a monomoy surfboat and rubber raft after a much abler boat and better raft had just been overwhelmed by the sea. By his zeal, daring and skill, he materially assisted in transferring a rubber raft to the plane, thereby assuring the safety of the persons remaining in the stricken plane for the night. His outstanding courage, seamanship, and unwavering devotion to duty were in keeping with the highest traditions of the United States Coast Guard."

The citations accompanying the Silver Life Saving Medals read substantially as follows:

"For heroic action as a volunteer assigned to a motor surfboat of the U. S. C. G. cutter *Bibb* during the rescue of survivors of the disabled flying boat, *Bermuda Sky Queen*, which was forced

down in mid-Atlantic on 14 October 1947. Despite gale, very rough seas and darkness, _____, in charge of the rubber life raft detail, participated in four very difficult trips which resulted in the successful rescue of 44 exhausted survivors. On the fourth trip, with the signalling lamp lost and the overloaded boat and liferaft irreparably damaged, sinking and washed repeatedly by cold seas, he, by his outstanding ability, daring and fortitude in the face of extreme peril, materially assisted in the same transfer of the passengers to the U. S. C. G. cutter *Bibb*. His exceptional courage, skill, and unwavering devotion to duty were in keeping with the highest traditions of the United States Coast Guard."

COMMANDANT ADDRESSES 500 FORMER SPARS AT FIRST POSTWAR REUNION

Over 500 Spars, former members of the Coast Guard Women's Reserve, gathered in Washington on November 22-23 for the first annual reunion of this military group. Principal feature of the reunion was a banquet held at the Hotel Statler, at which Admiral Joseph F. Farley, Commandant of the Coast Guard, was the guest of honor. Among the other speakers was Dorothy Stratton, former captain in the Coast Guard and director of the Women's Reserve.

A few days before the Washington reunion, former Spars now residing in or near the District of Columbia formed a local organization. This organization was responsible for carrying out the plans for the reunion and will also be a permanent group. The following officers were elected: President, Mrs. Eunice Hehnke; vice president, Miss Rita Burke; recording secretary, Miss Frances Bernacki; corresponding secretary, Miss Doris Ray; and treasurer, Miss Dorothy Tuttle.

The following are excerpts from the speech of Admiral Farley:

"Tomorrow marks the fifth anniversary of the establishment of the Women's Reserve of the United States Coast Guard, and it is most appropriate that you should choose this time for your reunion. I would like to convey to you tonight the greetings and best wishes of the Coast Guard on the double occasion of your anniversary and reunion, an occasion marked by the same enthusiastic spirit that you displayed during your service in World War II. * * *

"Once you were in the Coast Guard your first battle was the battle to be recognized. In a Coast Guard that had been womanless for 153 years, it took much convincing to prove yourselves Coast Guard people more than in name only. Your victory in this connection is a tribute to your performance of duty, because you were accepted and recognized wholeheartedly and on the basis of pure merit, you made a valuable contribution to the successful termination of the war. * * *

"I know that all of you will, as time goes on, look back on your war service as one of the outstanding periods of your lives. I know that you are all proud of the fact that you made a direct contribution to the winning of the war. I also want you to remember with pride the fact that you were in the Coast Guard. And I bring you this word—the passage of times does not diminish but confirms our realization of the important part you had in the work of the Coast Guard. I want you to feel that your Coast Guard uniform was not only a badge of honor while you were in active service, but that it now symbolizes a part of your lives which will be cherished even more in years to come.

"As a further indication the high regard which your service and performance of duty engineered, I want you all to know that the Coast Guard hopes to perpetuate the Women's Reserve as a part of the Regular Reserve. To that end, legislation has been prepared for submission to the Congress provided the Bureau of the Budget gives its approval. * * *

UNITED STATES SAFETY AT SEA GENERAL COMMITTEE HOLDS ITS SECOND MEETING

The second meeting of the General Committee of the United States Safety at Sea Committees was held in Washington on October 21, with Admiral Joseph F. Farley, Commandant of the Coast Guard, presiding. The purpose of this meeting was to consider the work which had been accomplished since the first meeting of the committee on February 7, 1945.

Admiral Farley stated, "The United Kingdom has issued official invitations to the conference for revising the 1929 convention, which will be held in London on April 16, 1948. They have requested that we submit our proposals at the earliest possible date in order that they may be circulated among the

other nations. I have sent to each member of the General Committee and of the technical committees a copy of our tentative draft proposals, and I have invited comments thereon. We have received a number of valuable suggestions which I am afraid involve more detail than can be properly handled by this committee as a whole. It must be borne in mind that all of the committee proposals represent to some extent a compromise between the ideas of a great number of individuals, and we may safely assume that our own proposals will be subject to some degree of further modification when we meet with the representatives of other nations."

Mr. H. Gerrish Smith, president of the Shipbuilders Council of America, outlined briefly the general effect of the proposals having to do with construction of vessels. Mr. Smith stated that committees having to do with structural standards, subdivision and stability, electrical equipment, and fire prevention and protection had submitted proposals having to do with ship construction. Generally speaking, he said, the American standards in all these subjects are now in excess of those existing on foreign vessels. For example, the fire on the *Morris Castle* brought about an exhaustive study of fire-prevention and fire-resisting materials, and extensive provisions thereon were embodied in what is known as Senate 184. These standards were adhered to in the design of all United States vessels built during the war and, it is believed, in those currently being constructed. This is characteristic of other features of ship construction. With respect to the Committee's recommendations, some have been made for the improvement of existing standards, but the feeling has been prevalent throughout the committees on construction that if other nations would come up to the standards which now exists in the United States, a great deal would be accomplished in the way of improving safety of ships at sea. He added that the proposals, however, have not gone so far as to include all the things actually done in the United States. They have been made on a basis that, it is believed, will give good ground for argument and acceptance on an international level.

Commodore H. C. Shephard, Chief, Office of Merchant Marine Safety of the Coast Guard, touched on the proposals having to do with life-saving equipment and procedures on board ship, including

requirements as to manning. Commodore Shephard stated that the standard of safety proposed for lifeboat equipment is considerably above that established by the 1929 convention. He said the recommendations regarding competency of officers and crew are in no such detail as our national regulations, and in those cases where they go beyond the 1929 convention, they are substantially in conformity with present United States requirements. The provisions for hours of labor follow the United States practice of 8 hours in 24, except in certain circumstances and emergencies. Provisions for protection at danger points have also been included which specify what constitutes an adequate gangway, ladders, walkways, rails, and hand grips. It is also recommended that dangerous cargoes be made the subject of international regulation but not in such great detail as our own national laws and regulations. Only general principles and standards of marking and labeling, and making the shipper responsible for advising the carrier of the character of the cargo offered, is advocated. To insure effecting the general principles and afford flexibility, it is proposed that each signatory submit to the central international organization for acceptance its enabling national regulations on this subject. Provisions for cargo gear following the British Dock Regulations, which are based on the British Factory Acts, are proposed, and if adopted, should eliminate inspection and tests of cargo gear on American vessels in foreign ports. The Rules of the Road Committee has conducted exhaustive studies looking toward the prevention of collisions at sea. It is recommending many of the changes adopted by the 1929 conference but never ratified, and several important new rules, particularly in regard to whistle signals in good visibility.

Commissioner Webster, of the Federal Communications Commission, stated that the matters dealt with by the Aids to Navigation, Meteorology, Search and Rescue, Ice Patrol, and Communications Committees all had to do with matters that were the responsibility of governments with the exception of the Communications Committee, which had dealt with radio equipment carried on the vessel itself. He said that the radio requirements followed our own domestic law with the addition of the requirement that all vessels required to carry a radio shall carry a radio direction-finder and a loud speaker. It is also recommended that a portable lifeboat

radio be carried on every vessel subject to the regulations. He said that the matters having to do with the facilities and services furnished by governments were more in the nature of general principles than of specific commitments. Particularly is this true of the chapter on search and rescue, which is now dealt with in great detail by the International Civil Aviation Organization. He outlined the background of development that has taken place in reconciling and adjusting the view of the several international organizations, touching on matters pertaining to safety of life at sea. He said that the general pattern to be followed in coordinating their activities is still in the stage of formulation, and that progress is constantly being made toward a greater degree of cooperation. Specifically, a meeting of experts, representing the International Civil Aviation Organization, Provisional Maritime Consultative Council, International Telecommunications Union, and International Meteorology Organization, has been called to convene in London on January 27 to consider the matter of coordinating the activities of the representative organizations looking towards greater safety at sea and in the air.

The Chairman appointed a committee consisting of Mr. H. W. Warley as chairman, Mr. J. E. Saugstad, Chief of the Shipping Division of the Department of State, and Capt. R. T. Merrill, secretary of the Safety at Sea Committees, to take into account all comments having to do with the organizational features of the proposals, with power to make any modifications therein as they saw fit. He also appointed a committee consisting of Mr. H. Gerrish Smith, chairman, Mr. H. C. Towle, and Commodore H. C. Shephard to consider all comments in the technical field with similar power to make such modifications in the proposals as seem desirable to them. He also asked Mr. V. A. Wallace, of the State Department, and Captain Merrill to consider all suggestions which are purely editorial or matters of phrasing, and which do not involve any change of intent.

The Chairman stated that other than such modifications as might be made by the special committees just appointed, the General Committee had before it the results of the Safety at Sea Committees' labors. He asked the Committee what their pleasure was with regard to it.

On the motion of Mr. Bailey, President of the National Federation of American Shipping, "that the draft

proposals as they may be amended by the special committees appointed by the Chairman be submitted to the Department of State as having the approval of the General Committee," this was done.

DEADLINE FOR CADET EXAMINATION APPLICATIONS IS JANUARY 15

The final deadline for the reception of applications to take the Coast Guard Academy entrance examination has been set as January 15. All applications received before this time, or postmarked January 15, will be considered. The 1948 examinations for entrance into the Academy will be held in various cities throughout the country on February 16-17.

"Career for Tomorrow," the Academy informational manual, has just been published in new form and copies are available on application to the Commandant, (PTP) U. S. Coast Guard, Washington, D. C. This edition contains, in addition to a general description of the Coast Guard and life at the Academy, the official regulations governing appointment to cadetship in the Coast Guard. These regulations cover scholastic and physical requirements, age limits, and other similar matters.

UNITED STATES AIDS TO NAVIGATION TECHNICIAN SURVEYS AIDS IN DOMINICAN REPUBLIC

The Government of the Dominican Republic contemplates adoption of a 5-year plan of improvement of its navigational aids system prepared at the request of that Government by a United States technician.

Commodore Frederick P. Dillon, USCG (retired), has received a letter from Gen. Hector B. Trujillo Molina, Secretary of War and Navy of the Dominican Republic, disclosing that the report submitted by the North American expert for an improved system of aids to navigation has been favorably received by the Dominican government, and that appropriate action has been taken with the aim of putting the plan into execution beginning next year.

Commodore Dillon, former Chief of the Aids to Navigation Division of the United States Coast Guard and for 28 years a member of the Lighthouse Service, presented his report following a 3-month survey, during which he made a thorough study of lighthouses

and other navigational aids throughout the Dominican Republic.

Improvement of these facilities at the present time, Commodore Dillon explained, will complement the program of road and harbor improvements undertaken by the Dominican government which will unquestionably result in increased shipping.

Commodore Dillon's status on his recent Dominican Republic survey was not that of a representative of the Coast Guard but a civilian technician employed by the Department of State.

FREE POSTAGE PRIVILEGE TO BE WITHDRAWN ON DECEMBER 31

The privilege of sending first-class letter mail matter to any person in the United States and its territories and possessions, enjoyed by members of the Coast Guard under authority of law, will cease to be in effect after December 31, 1947. This privilege is withdrawn by Public Law 190, Seventy-ninth Congress.

"ISLAND QUEEN" DISASTER JUDGED DUE TO WELDING IN WAY OF FUEL TANKS

The Coast Guard board of investigation, looking into the disaster in which the river steamer *Island Queen* burned to the water's edge at Pittsburgh, Pa., recently, has announced its findings and recommendations. In brief, these are to the effect that the fire was started by explosions resulting from the use of an electric welding machine in way of fuel oil tanks.

Following are the findings:

It appears that at about 1315 eastern daylight saving time two or more violent explosions occurred on board the *Island Queen* in the way of the fuel oil tanks, located under the main deck in the forward part of the vessel. These explosions were followed immediately by fire which under the influence of a fresh breeze, within a few minutes enveloped the entire superstructure of the vessel and resulted in the death of 19 members of the crew.

The primary explosion occurred when the chief engineer was repairing the loose base of a stanchion which was located on the margin line of the port wing fuel tank. The chief engineer was using a portable electric welding apparatus, powered by a gasoline-driven

generator and it is presumed that gases in the fuel oil tank were ignited by a flashback of gases leading around loose rivets, or that the deck becoming red hot in the vicinity of the welding caused ignition of gases, or the welding rod arcing through corroded deck plates had a like result.

The board made several recommendations, including the following:

Although the board is of the opinion that common sense and the usual practice employed by welders when working around fuel tanks should have warned the chief engineer against the danger of his course, even though no specific prohibition against welding on bunker tanks is present in existing rules and regulations, it is clear that he did perform welding under dangerous conditions and thereby caused this major casualty; and if this operation had been carried out while the vessel was heavily laden with passengers, a catastrophe of appalling proportions could have resulted.

That section 63.5, General Rules and Regulations for Inspection of Ocean and Coastwise Vessels, and the corresponding section in General Rules and Regulations, Great Lakes; Bays, Sounds and Lakes Other Than the Great Lakes; and Rivers be amended by adding a new paragraph to read as follows:

"Riveting, welding, burning, or like fire-producing operations shall not be undertaken within or on the boundaries of fuel oil tanks or other tanks, double bottom or peak spaces which have contained or may contain inflammable liquids, or in spaces adjacent thereto, until an inspection has been made to determine that such operations can be undertaken with safety. Such inspections shall be made and evidenced as follows:

"(a) When in a port in the continental United States, this inspection shall be made by a gas chemist certificated by the American Bureau of Shipping; however, if the services of such certified gas chemist are not reasonably available, the marine inspector of the Coast Guard, upon recommendation of the vessel owner and his contractor, or their representative, shall select a person who, in the case of an individual vessel, shall be authorized to make the inspection. If the inspection indicates that such operations can be undertaken with safety, a certificate setting forth that fact in writing and qualified as may be required shall be issued by the certified gas chemist or the authorized person before the work is started.

"(b) When not in such a port, this inspection shall be made by the senior officer present, who shall make a log entry."

COAST GUARD CHANGES ITS RECRUITING REQUIREMENTS

Coast Guard recruit standards are being broadened to include a large number of applicants for enlistment who were not eligible before.

Above-average men with eight grades of school, with good native intelligence and ability are now being accepted. On the basis of scores in intelligence and aptitude tests, recruiting officers will ascertain the applicant's ability to understand and absorb technical instruction, and also the ability of these men to direct others in carrying out the work they will be trained for.

COMMODORE NORMAN B. HALL RETIRES WITH 40 YEARS OF SERVICE

Commodore Norman B. Hall, USCG, whose last assignment was that of inspector in chief, retired on November 1, with the rank of rear admiral, with 40 years of service. Commodore Hall was born in New York, N. Y., on September 1, 1886. He received his early education in Brooklyn, N. Y., where he was graduated from high school in 1903. Enrolling at Webb Academy of Marine Engineering and Naval Architecture, New York City, he took a complete course at that institution and was graduated in June 1906.

For the next 15 months he was employed as a general draftsman by the Tietjen & Lang Dry Dock Co., Hoboken, N. J. Appointed a cadet engineer in the United States Coast Guard on October 21, 1907, he received a commission as an ensign (E) on September 4, 1908.

His first assignment was on the *Mohawk*. Detached from this ship in November 1908, he served on the *Apache* until 1911, when he was transferred to the *Bear*. During a year of duty on the *Bear* he made one Alaskan cruise, and then was transferred to the *Tahoma* on which he made two more cruises in Alaskan waters. From April to August 1914, he was attached to the *Mohawk*, and then served until April 1916 on the *Onondaga*. During his assignment on the *Onondaga*, he served temporarily on the *Itasca* from October 1914 to February 1915.

Transferred to duty in connection with aviation at Norfolk, Va., in April 1916, he was detached in November of the same year for inspection duty concerning the manufacture, installation and operations of planes and plane motors at a Hammondsport, N. Y., plant. From May to September of 1917, he served on inspection duty with the superintending constructor of aircraft, United States Navy, at a Buffalo, N. Y., plant, and then became the assistant inspector of engineering material in connection with aircraft inspection at Brooklyn, N. Y.

In October of 1917 he was assigned to duty as inspector of engineering material, United States Navy, for the Brooklyn Aeronautic District (New Jersey, southern New York, and Connecticut). While serving in this capacity, he also organized and built a naval training camp for carpenter's mates. Released from duty with the Navy in January 1920, he was assigned as engineer officer to the cutter *Seminole*. From October 1923 to April 1924, he was engineer officer on the *Ossipee*, and then returned to shore duty as assistant to the Engineer in Chief at a Buffalo, N. Y., company where he carried out inspection duty in connection with the manufacture of engines for the Coast Guard.

Transferred to Coast Guard headquarters, Washington, D. C., in June 1925, he was placed on duty in the office of the Engineer in Chief. Leaving headquarters in December of that year, he served until March 1927, at Section Base 2, Staten Island, N. Y., and on a patrol vessel in connection with machinery experiments and oil reclamation.

Returning to Coast Guard headquarters for further duty in the office of the Engineer in Chief, he served as head of aviation activities for 5 years beginning in April 1928. He was designated a Coast Guard aviator on March 2, 1931. From June 1933 to January 1935, he was attached as engineer officer to the *Sebago*, and then served in the same capacity aboard the cutter *Pontchartrain*.

In March 1935, he returned once again to Coast Guard headquarters, where he was placed on duty in the office of the Inspector in Chief. Designated Inspector in Chief in September 1940, his assignment was changed in June 1942 to that of Chief of the Port Security Division. In August of the same year his duties were expanded to

include an assignment as Coast Guard liaison representative to cooperate with the Facility Security Division, Office of the Petroleum Coordinator for War. He also was designated a member of the Merchant Marine Council in July of 1943. Reassigned to new duties at Coast Guard headquarters in December 1944, he became Vice Chairman of Merchant Marine Inspector Division, and in January 1946, reappointed Inspector in Chief, United States Coast Guard.

MRS. AGNES R. WAESCHE, WIFE OF WARTIME COMMANDANT, DIES IN WASHINGTON

Mrs. Agnes R. Waesche, wife of the late Admiral Russell R. Waesche, USCG, wartime Commandant of the Coast Guard, died at Washington, D. C., on November 3, after a long illness. Burial was in Arlington National Cemetery.

Mrs. Waesche was born in New York, N. Y., November 12, 1894. She is survived by her mother, Mrs. Mary M. Rizzuto, living in New York, by three sisters living in the same city, by a sister, Miss Florence Rizzuto, living in Washington, D. C., and a son, William Alexander Waesche, aged 14.

Mrs. Waesche was chairman of the board of control, League of Coast Guard Women from 1936 through 1941, and vice president of the board of the newly formed successor organization, Coast Guard Welfare, from 1941 through 1945. She was very active in the movement which resulted in the creation of the latter organization.

CHANGES IN ENLISTED RATING STRUCTURE TO FOLLOW NEW NAVY PRACTICE

The Navy having announced a revision in the enlisted rating structure, to become effective on April 2, 1948, similar changes will be made by the Coast Guard, this being required by existing legislation. The new Coast Guard enlisted rating structure has been arranged into 10 occupational branches without regard to military precedence.

Enlisted personnel on being assigned an appropriate new rating are to be placed in one of equal pay grade with their former rating. Necessary changes in the technical qualifications for the new ratings will be issued at a later date. The ratings in the attached table

are such of those being adopted by the Navy as are applicable to the Coast Guard. The rating of aviation pilot is being abolished, and all present aviation pilots will be changed to the rating of aviation machinist's mate, of equal pay grade, with the designator (AP) included as a part of their rating.

**ENLISTED RATING STRUCTURE OF THE COAST GUARD, EFFECTIVE
2 APRIL 1948**

Current ratings	New ratings	New abbreviations	Pay grades	Significance
DECK BRANCH				
Boatswain's mate, Coxswain.	Boatswain's mate. NOTE.—The rate of coxswain has been absorbed; it will be boatswain's mate, third class.	BM-----	4-1	Combines functions of present BM and Cox ratings.
Quartermaster; Signalman.	Quartermaster--	QM-----	4-1	Combines functions of present QM and SM ratings.
Radarman-----	Radarman-----	RD-----	4-1	Change in abbreviation.
Sonorman-----	Sonorman-----	SO-----	4-1	Do.
Seaman, first class; Bugler, first class.	Seaman-----	SN-----	5	Combines functions of present seaman, first class, and bugler, first class.
Seaman, second class; Bugler, second class.	Seaman, apprentice.	SA-----	6	Combines functions of present seaman, second class, and bugler, second class.
Apprentice Seaman.	Seaman recruit--	SR-----	7	Change in name of rating.
ORNANCE BRANCH				
Gunner's mate---	Gunner's mate--	GM-----	4-1	No change.
Fire controlman--	Fire controlman--	FC-----	4-1	Do.
ELECTRONIC'S BRANCH				
Electronic technician's mate.	Electronics technician.	ET-----	4-1	Change in name of rating.
ADMINISTRATIVE AND CLERICAL BRANCH				
Radioman-----	Radioman-----	RM-----	4-1	No change.
Yeoman-----	Yeoman-----	YN-----	4-1	Change in abbreviation.
Storekeeper-----	Storekeeper-----	SK-----	4-1	No change.
Chief commissary steward.	Commissaryman--	CS-----	4-1	Change in name of rating.
Ship's cook-----				

**ENLISTED RATING STRUCTURE OF THE COAST GUARD, EFFECTIVE
2 APRIL 1948—Continued**

Current ratings	New ratings	New abbreviations	Pay grades	Significance
MISCELLANEOUS BRANCH				
Yeoman (PI)-----	Journalist-----	JO-----	4-1	Change in name of rating.
Printer-----	Printer-----	PI-----	4-1	Change in abbreviation.
Musician-----	Musician-----	MU-----	4-1	Do.
Photographer's mate.	Photographer's mate.	PH-----	4-1	Do.
MEDICAL BRANCH				
Pharmacist's mate.	Hospital corpsman.	HM-----	4-1	Change in name of rating.
Hospital apprentice, first class.	Hospitalman-----	HN-----	5	Do.
Hospital apprentice, second class.	Hospital apprentice.	HA-----	6	Do.
ENGINEERING AND HULL BRANCH				
Machinist's mate.	Machinist's mate.	MM-----	4-1	No change.
Motor machinist's mate.	Engineman-----	EN-----	4-1	Change in name of rating.
Water tender-----	Boilerman-----	BT-----	4-1	Do.
Electrician's mate.	Electrician's mate.	EM-----	4-1	No change.
Electrician's mate (telephone).	Electrician's mate (telephone).	EM (Tel.)--	4-1	Do.
Carpenter's mate.	Damage controlman.	DC-----	4-1	Change in name of rating.
Fireman first class.	Fireman-----	FN-----	5	Do.
Fireman second class.	Fireman apprentice.	FA-----	6	Do.
AVIATION BRANCH				
Aviation machinist's mate.	Aviation machinist's mate.	AD-----	4-1	Change in abbreviation.
Aviation electronics technicians mate.	Aviation electronics technician.	AT-----	4-1	Change in name of rating.
Aviation radio-man.	Aviation electronicsman.	AL-----	4-1	Do.
Aviation ordnanceman.	Aviation ordnanceman.	AO-----	4-1	Change in abbreviation.
Aviation metal-smith.	Aviation structural mechanic.	AM-----	4-1	Change in name of rating.

**ENLISTED RATING STRUCTURE OF THE COAST GUARD, EFFECTIVE
2 APRIL 1948—Continued**

Current ratings	New ratings	New abbreviations	Pay grades	Significance
AVIATION BRANCH —continued				
Parachute rigger.	Parachute rigger.	PR-----	4-1	No change.
Aerographer's mate.	Aerographer's mate.	AG-----	4-1	Change in abbreviation.
Aviation pilot----	None-----	None----	None	Rating of aviation pilot abolished.
LIFEBOAT STATION BRANCH				
Boatswain's mate (L); Coxswain (L).	Boatswain's mate (L). (NOTE.— The rate of Coxswain (L) has been absorbed; it will be boatswain's mate third class).	BM (L)--	4-1	Combines functions of present BM (L) and Cox (L).
Motor machinist's mate (L).	Engineman (L).	EN (L)--	4-1	Change in name of rating.
Seaman first class (L).	Seaman (L)-----	SN (L)---	5	Do.
Seaman second class (L).	Seaman apprentice (L).	SA (L)---	6	Do.
STEWARD BRANCH				
Steward-----	Steward-----	SD-----	4-1	Change in abbreviation.
Steward's mate, first class.	Stewardsman---	TN-----	5	Change in name of rating.
Steward's mate, second class.	Steward apprentice.	TA-----	6	Do.
Steward's mate, third class.	Steward recruit.	TR-----	7	Do.

NEW NATIONAL OFFICERS ARE ELECTED AT LEAGUE LONG BEACH CONVENTION

The second annual convention of the Coast Guard League was held at Long Beach, Calif., on October 8-11, there being delegates at the meeting from the majority of the 125 local chapters of the organization. The following new national officers were elected: National commander, James S. Hunt, of Fort Lauderdale, Fla.; national vice commander, Charles H. Shreve, of San Francisco, Calif.; national paymaster, A. J. Callendo, of Chicago, Ill.; and national judge advocate, Orvis H. Saxby, of Boston, Mass. Mr. Callendo is now at league headquarters in Washington, serving temporarily as national executive secretary.

Delegates to the Long Beach convention, which was held in the Municipal Auditorium, were welcomed by Commodore L. L. Bennett, USCG, Congressman Bradley, and Mayor Chace of Long Beach. Admiral Joseph F. Farley, Commandant of the Coast Guard, was the guest of honor at the convention banquet.

The national executive secretary reported the membership in the league as 8,200.

DECORATIONS AND AWARDS MADE SINCE SEPTEMBER

LEGION OF MERIT

Cronk, Paul B., Captain.¹
Hall, Clarence S., Lieutenant (junior grade).

COAST GUARD COMMENDATION RIBBON

Ralph O. Fuhr, RdM3c.
Charles N. Peterson, AerM3c.
Richard H. Berliner, RdM3c.
Dwight E. Corey, RdM1c.
Gordon L. Kehler, CM3c.
Charles E. Bunkley, SM1c.
Joseph F. Monteiro, MM2c.
James H. MacDonald, ensign.

COMMANDANT'S LETTER OF COMMENDATION

George J. McKinlock, CBM.
Robert E. Webb, Lieutenant.
John E. Thompson, CRM.
William O. Guildner, S1c.
Thomas L. Middleton, S1c.
Fabio J. Cini, S1c.

¹ Cronk—Gold Star in lieu of second Legion of Merit.

James G. Benzie, Cox.
Lee W. Steele, S1c.
Wilburn R. Brannon, S1c.
Robertson P. Dinsmore, ensign.
Gilbert Cardenas, S2c.
Anderson Smith, BM1c.
Robert E. Osborne, GM1c.
Parker R. Johnson, CBM.
Henry P. Noehren, MoMM2c.
Robert D. Newton, S1c.
Alfred L. Mew, BM2c.
John W. Newnam, Jr., S1c.

FOREIGN AWARDS

Lt. (jg) Charles E. MacDowell, USCGR, Knight of the Order of the Crown (Belgian).

CHANGES IN VESSEL STATUS

TAHOE (ex-WPG)

Sold at yard on 24 October.

CG-56306

Permanent station changed from Alameda, Calif., to San Diego, Calif.

CG-64313

Permanent station changed from Alameda, Calif., to San Diego, Calif.

ATLANTIC (WIX-271)

Declared available for disposal. Vessel now stored at Academy.

CHELAN (ex-WPG)

Sold at yard on 28 October.

LS-54 (WAL-502)

Sold at yard on 15 September.

LS-84 (WAL-509)

Permanent station changed from Charleston, S. C., to Mayport, Fla., effective 27 October.

CHAMPLAIN (WPC-319)

Decommissioned, for disposal at the yard on 14 October, 1947.

MAGNOLIA (WAGL-328)

Placed in commission 14 October, 1947, at San Francisco, Calif.

COLFAX (WSC-133)

Placed "in commission-in reserve" 15 October, 1947, at moorings, Cape May, N. J.

CG-83482

Permanent station changed from Honolulu to Kahului, Maui, T. H.

CG-83362

Permanent station changed from Kahului, Maui, to Honolulu, T. H.

CHANGES IN ASSIGNMENT

The following changes in assignments were made during the week ending October 17:

Commander Alvin H. Giffin, *Evergreen* to Yard.

Commander Walter B. Millington, first Coast Guard District office to *Woodbine* (CO).

Lt. Comdr. Bernard E. Scalan, first Coast Guard District office to *Minnetonka* (CO).

The following changes in assignment were made during the week ending October 24:

Commander Hubert R. Chaffee, tenth Coast Guard District office to eighth Coast Guard District office (temporary duty pending furas by headquarters).

Commander Valno O. Johnson, Air Station, San Francisco, Calif., to *Bibb*.

Commander Henry A. Meyer, second Coast Guard District office to fourteenth Coast Guard District office (Chief, Aids to Navigation Section).

Lt. Comdr. Joseph R. Fredette, *Unalga* to *Northwind* (EO).

Lt. Comdr. Harry C. Gifford, Depot, South Portland, Maine, to base, San Juan, P. R. (EO).

Lt. Comdr. Clyde D. Goodwin, *Northwind* to seventh Coast Guard District office (Chief, Marine Engineering Section).

Lt. Comdr. Lynn Parker, Academy to first Coast Guard District office (Aids to Navigation Section).

The following changes in assignment were made during the week ending October 31:

Commander Kenneth S. Davis, Academy to first Coast Guard District office (pending furas by headquarters).

Commander Rufus E. Mroczkowski, *Tahoma* to ninth Coast Guard District office (pending furas by headquarters).

Lt. Comdr. Thomas F. Epley, Chanute Field (under instruction) to Aircraft Repair and Supply Base, Elizabeth City, N. C.

Lt. Comdr. John E. D. Hudgens, Chanute Field (under instruction) to Air Station, Elizabeth City, N. C. (EO).

Lt. Comdr. James N. Schrader, Air Station, Brooklyn, N. Y., to Naval Air Station, Pensacola, Fla. (instructor).

The following changes in assignment were made during the week ending November 7:

Commander William H. Snyder, fifth Coast Guard District office to Air Station, Port Angeles, Wash. (CO).

Commander Frederick G. Wild, Air Station, Port Angeles, Wash., to fifth Coast Guard District office.

Lt. Comdr. Arthur W. Johnsen, Orders seventeenth Coast Guard District office to marine inspection, New York, N. Y. amended; to headquarters (MMS).

ORDERED HOME PENDING RETIREMENT FOR PHYSICAL DISABILITY

Chief Boatswain Ora Doyle.

Chief Boatswain Walter A. Devine.

DEATHS

Chief Boatswain (Ret.) Fred E. Stebbins, November 5.

Chief Pay Clerk (Ret.) Joseph N. Costell, November 7.

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